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DATE 2006

UNITED STATES ARMY EUROPE  
SECURITY INFORMATION

IV-16313

SCRT C/P  
Sergei (Otto) FROENLICH

25 August 1952

MF-16312

Hqs 25  
66th August  
CIC 1952  
Det  
Reg USAREUR  
IV Attn: PARKINSON

1. The attached Summary of Information, Subject and File Number as above, dated 25 August 1952, is forwarded for your information.

2. Sergei (Otto) FROENLICH, business manager and contact agent for the Gerhard SCHACHT Intelligence Net operating in Bavaria under the direction of Friedrich W. HEINEZ, over all director of the net for West Germany, receives periodical reports from various sources dealing with positive Intelligence information.

3. The content of the attached report is, in most part, a literal translation of the report received from an unidentified person who apparently resides in OBERMUMMERGAU (UTH) 32TP57, Germany. It is requested that Region IV, MUNICH be instructed as to the future action to be taken in regard to the disposition of Positive Intelligence information reaching Region IV, MUNICH through Technical Coverage.

4. CONTROL OF INFORMATION. Source "A" is Technical Coverage. Contributions to this report were made by Agent Benjamin J. DSETO.

PS

Incl: 5 cyps SOI, File: IV-16313;  
Subj: SCHACHT, Gerhard;  
Re: Sergei (Otto) FROENLICH;  
dated 25 August 1952.

Ref: HM 7246/SPILLER/gmm

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GEORGE H. SPILLER  
Major Arty  
Commanding

FROENLICH SERGEI BERNHARDT SH  
per 5/09/61

IV 3166

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The information contained in this document will not be disclosed to foreign nationals without express approval of the Director of Intelligence, European Command. Approval shall refer specifically to this document or specific information contained therein.  
Per Bernard A. TORMEY, Colonel, Artillery, Commanding,  
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25 August 1952

Region IV, 66th CIC Det., APO 407-A, US Army Europe

FILE: IV-16313

SCHACHT, Gerhard

Re: Sergei (Otto) FROELICH

1. On 25 July 1952, Sergei FROELICH alias Otto and Sergius, collector of intelligence information for the Gerhard SCHACHT Intelligence Net operating in Bavaria, received from an unidentified sender in OBERAMMERHAU (UTM) 32TF57, Germany a large envelope containing seven (7) pages of positive intelligence. The following is a translation of the contents of the envelope:

Page I

"The Description of the 'BROETZ' Machine Works in MOSCOW

The factory is in PRESNJA, a suburb of West MOSCOW. Thirty (30) years ago the factory area was situated on the border of the city and was surrounded by meadows. Now the whole area is thickly settled. The factory can be recognized by plane in the following manner. North and northeast of the factory at a distance of about 500 meters by air, the old cemetery forms a six (6) cornered area through the thick trees. Behind the cemetery are the beginnings of the railroad station grounds of the White Russian Railroad. In the eastern direction it soon spreads out into about eighty (80) to 100 railroad tracks. North of the station both tracks again form a large green spot about one (1) kilometer long in a north-south direction and about 1 1/2 kilometers wide in a west-east direction. If you draw a line from the middle of the spot over the middle of the cemetery in a south west direction, the factory will lie about 500 meters south of the cemetery. South of the factory, about 750 meters by air, lies the high point of the large bend of the MOSCOW River. When one sees the city plan of MOSCOW, he sees the factory along the first street, which is parallel to the main street of the suburb of KRASOPRESNENSKAJA. The name of this street is Krustalenskaja.

Page II

Dear Sergei:

Here I am sending you some news about our homeland. Don't be sad about the confusion in my written material, but I have very much work to do, so that I never get to an end. The sketch of the bridge is still going to come. I received the news from the refugees two hours ago. There is little news. I had no time to put them in order. If you are interested, please write me a few words. We will still keep our date. I wait for your news. Thanks, in

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**BUR**

25 August 1952

Hqs., Region IV, 66th CIC Det., APO 407-A, US Army Europe

**FILE: IV-16313**

**SCHACHT, Gerhard**

**No: Sergei (Otto) FROELICH**

**anticipation**

Many hurried greetings

**Yours**

(signed) WPN

**Page III**

**Subject: Refugees from Latvia**

**Source: News from Sweden**

**Time:** June 1952

Requests in regard to these questions could possibly be answered.

**(Summarization)**

Newspapers reported that five (5) young Latvian fishermen fled from LIEPAJA, Latvia to Gotland. Swedish authorities interned them in order to protect them. It is possible that they have been released. There is little news regarding them. There are only three (3) names known:

1. TWILERS, Captain of the boat
2. STALS
3. ONE

All five (5) will remain in Sweden. They will attempt to find jobs in a steel mill 150 miles from STOCKHOLM. All five (5) of them belonged to the fishermen "Kolarna" in LIBAU. Three hundred (300) fishermen belong to this group. Eight (8) of the members are Russian. The members are, for the most part, very young. The older fishermen were transferred to the RIGA-Gulf, where they will have fewer chances to escape. RIGA's radio broadcast just announced that most of the fishermen in the RIGA-Gulf are over sixty (60) years of age.

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25 August 1952

Hqs., Region IV, 66th CIC Det., APO 407-A, US Army Europe

FILE: IV-16313

SCHACHT, Gerhard

Re: Sergei (Otte) FROELICH

The Border Police in LIBAU is composed only of Russians. The fishermen, when leaving the harbor, have to pass the sentry house. The guards check their documents (passports) as well as their boats. They need a pass for the trip into the open sea for fishing. These five (5) refugees crossed the East Sea in an old fishing boat. It made ten (10) miles an hour. They had fifteen (15) liters of fuel.

'News about LIBAU'

You need special permission to visit LIBAU. You can go to Lithuania without permission. Permission is necessary if you desire to enter Estonia. The ticket from LIBAU to RIGA costs thirty five (35) rubles. LIBAU has only an auto tax. The German Catholic, Saint Anna Church, and the church in NEU-LIBAU are still intact, and services are still observed. They have three (3) movie theaters. The names of the theaters are as follows: Sarkana Baka, Usvare, and Dulle. Prices range from three (3) to six (6) rubles a ticket. An airfield has been built behind LIBAU Lake. To get into the port, special permission is required. There are control points in the streets in and around LIBAU. It is practically impossible to gain entrance to the port through SKHE. Half of the inhabitants of LIBAU are Latvians. The rest are predominately refugees and Russians. Excessive drinking often results in fighting between Russians and Latvians. The prostitution racket flourishes in LIBAU. Glandestinely, the people listen to the Voice of America. Only the older generation use the word "mister" (kungs). The Russians, especially the members of the Navy, stir up much trouble. There are still several hairdressers, but they pay enormous taxes. The opera house of LIBAU has been liquidated. In place of it, the Russians have opened the so called dramatic theater. A fisherman earns 1000 rubles per month. A pair of shoes costs 160 rubles. The chairman of the fishermen's union, by name of LANKA, is politically and socially very active. However, he is not a very dependable communist. He is a Latvian.

Page IV

Subject: Road Construction from Leningrad to WIEBORG

Source: A discharged prisoner of war, who returned in 1949, and who stayed a period of time in an Estonian Prisoner of War Camp.

Time: 1947

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25 August 1952

Hqs., Region IV, 66th CIC Det., APO 407-A, US Army Europe

FILE: IV-16313

SCHACHT, Gerhard

Re: Sergei (Otte) FROELICH

Re-inquiry is possible

(translation word by word)

The construction work started in 1947. The source (POW) took part in the construction. He was one of approximately 1200 prisoners who worked on the project. The road connects LENINGRAD with SESTROREK and WIDORS. The source (above mentioned POW) worked on this project between SESTROREK and TEREJIKI which is at the northeastern shore of the Gulf of Finland. The project ended in 1948 when the road between SESTROREK and LENINGRAD was completed. Instead of the six (6) meters, which was the road width before, it was enlarged to ten (10) meters. It was asphalted. The muddy parts of this street were filled with enormous quantities of sand. However, it was found out that the street could support only a very low maximum load allowance. Then they brought German specialists, who gave orders to fill the ground with stones.

Page V

Subject: New construction in Estonia

Source: A POW who was released in 1949, and who stayed a period of time in a POW Camp in TAPE, Estonia.

Time: 1947

Re-inquiry is possible

At the railroad station in TAPE, Estonia, in the direction of TALLINN, about 600 to 1000 meters from the railroad station, two (2) oil tanks were constructed. They are underground tanks, eight (8) to ten (10) meters deep and approximately six (6) meters in diameter. Also, several billets for Russian Officers and civilians have been constructed in TAPE. In the vicinity of the railroad station in TAPE, a new post has been opened. The building has two (2) floors and is situated on the right side of the street, in the direction of TALLINN. The roof is made of gray tin.

Page VI

Subject: Construction of a Bridge near SESTROREK and not far from LENINGRAD

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25 August 1952

Hqs., Region IV, 66th CIC Det., APO 407-A, US Army Europe

FILE: IV-16313

SCHACHT, Gerhard

Re: Sergei (Otto) FROELICH

Source: Discharged POW, who returned in 1949 and who has stayed for a period of time in A POW Camp in TAPE, Estonia.

Time: 1947

Re-inquiry is possible

The bridge is situated near the power plant in SESTROREZK which is not far from LENINGRAD. It is on the highway between LENINGRAD and WIBORG. A river connects a small lake northeast of SESTROREZK with the eastern end of the Gulf of Finland. The width is about ten (10) meters. The power plant is built with concrete and railroad tracks which are arranged in twenty (20) centimeter intervals on the top of the bridge piers. These railroad tracks are covered up with 1.5 to 2 centimeters thick iron bars. Along the sides of the bridge are one (1) meter high barriers built with concrete. The bridge has no interval piers. The maximum load allowed is thirty-four (34) tons. The source (POW) made the observations during maneuvers of High Russian Officers. The highway from LENINGRAD to WIBORG is ten (10) meters wide. There is no bridge protecting rampart. The bridge is on the same level as the highway. The approaches to the bridge become larger at a point approximately twenty (20) meters in front of the bridge. The river bank piers are constructed of building stone thirty (30) centimeters thick. The bridge has been built in place of an old wooden bridge. It will probably be used as a supplement to the new highway from LENINGRAD to WIBORG. SESTROREZK has about 15,000 inhabitants. The power plant supplies power for the surrounding areas.

Page VII

Subject: Construction of a Gas Pipeline in Estonia.

Source: A POW who was released in 1949, and who stayed for a period of time in a POW who was released in 1949, and who stayed for a period of time in a POW Camp in Estonia.

Time: June to September 1948

Re-inquiry is possible

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## CONCLUSION

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FILE: IV-16313  
3875

**SCHLACHT, Gerhard**

Re: Sergei (Otto) FROELICH

The pipeline starts at a point east of KOCHILA JARVI. It was disclosed during the time that Estonia was an independent nation. The Germans used it during their occupation. After the war, the Russians extended it. The source participated in the construction of the gas pipeline from NARVA to LENINGRAD, which can be considered as a continuation of the above mentioned starting place of the pipeline. The gas pipeline runs parallel to the street from TAPPE to JARVI to NARVA to LENINGRAD. Near NARVA, at the place where the River NARVA forms a bow in the north of the city, the pipeline has been lowered into the water, so that it crosses the river resting on the bed. An observer on the left bank of the river is able to see the pipeline continues to run along the right bank. He also observes a difference in the levels. This place is twelve (12) kilometers out of NARVA. This pipeline to NARVA was completed in 1948. The whole pipeline, running from JARVI to LENINGRAD was put into use in 1949. This fact was published in the German Soldiers newspapers (for prisoners) controlled by the Russians. The ditch for the pipeline was three (3) meters wide and three (3) meters deep. The pipes were of cast iron with a diameter of approximately sixty (60) centimeters and were 2.5 to three (3) centimeters thick. They were put into the ditch without being isolated. They were painted only with tar. After the ditches were filled up, a one (1) meter high embankment raised up over the ditch. The source stated that they can be seen very clearly from a plane. At each five (5) kilometers of this gas pipeline, they have pumps in order to measure the gas pressure. In 1948, they had small houses built of concrete to shelter these pumps. They also constructed points for eventual branch gas pipelines. At that time, they did not have any measuring instrument.

**SOURCE: 940**

**EVALUATION: B-2**

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THE PROVISIONS of Parts 6 & 7 AD 1971 shall apply

## SELECTION OF A CRYSTALLINE POLYMER